

Sowing wild Oats.

When a young fellow under 25 has a sudden access of fever to his brain, he begins to fling his money about like an Irish king, or deserts his home or office where he has a respectable start in life to go vagabondizing to Santa Fe or the Pole, or grows unreasonably lacrimose about the girls, we are prone to deem gently with the lad, to talk of yarning blood, of sowing wild oats, of the spinning coil that makes the best of him. A hearty, full blooded boy, is so accepted a fact that wise fathers make provision for it, as for measles or whooping cough. Tom, growing restless or disposed to frequent low theaters or drinking shops, "is given a little rope."

things appear to the young eyes so vast, his share of them, in desk or salesman's counter, so little! Plenty of means of fer themselves to tire a boy's restless body and satisfy his hungry brain—gymnasiums, societies, debating clubs—he swims, fishes, hunts, plays cricket or base-ball—rubs every day against many men of many minds—dabbles in politics, science, or art—dashes away to this city or that as far as his money will carry him; and by all these ways gains glimpses of other regions of thought and circumstance than his own rate.

Fossil Man at Mentone.

Dr. J. Henry Bennet gives an account in the *Lancet* of the fossil man found by M. E. Riviere in the bone caves at Mentone. I saw it, he says, and carefully examined it three days after the first discovery, when it was still two-thirds imbedded in the compact soil of the cave. M. Riviere was obliged to scrape and separate the soil

His laborer took him above a week, so anxious was he to do no injury to the bones. The skeleton, that of a man about six feet in height, was in a recumbent, semi-curved position, as in sleep or repose. Death must have come suddenly during sleep, or quietly during repose. There had evidently been a rude kind of inhumation, for there were some large stones behind and around the head. The skeleton is that of a tall man, all but perfect, having no resemblance whatever to that of the orang-outang or of any monkey. The skull is elongated, very convex

The instruments found in the cavern are in bone, in deer-horn, or in stone, and in silex from the chalk formation, which exists in the neighborhood; those in bone and horn are arrows, pointed instruments, needles, and implements apparently destined to flatten the threads of sewn skins. Among them was one that appears to have been a commander's baton or staff. The stone and silex instruments were found by the thousand, if fragments and scales

The cost of running a train one mile in Massachusetts for the past year has averaged over \$1.10, but owing to different methods of accounts, the average stated cost per train mile is \$1.31, of which maintenance of permanent way, including repairs of road, buildings, bridges, iron, etc., amounted to

oil, salaries, repairs of rolling stock, fuel and waste, etc., to 81.4 cents, and taxes and miscellaneous items amounted to 14.4 cents. The cost of fuel was 7.3 cents per train mile, repairs of locomotives were 2.6 cents, repairs of passenger cars 15 cents, repairs of freight cars 15.6 cents, oil and waste was 1.9 cents. On the other hand the gross earnings on each passenger train were \$6.67 per mile, and upon a freight train \$1.88; while the average gross income on each train was \$1.81 per mile, and the net earnings were 70 cents.

passenger number of tons of freight was 7. In order, however to transport this amount of paying freight, it would require the corporations draw, including their locomotives, no less than 1.69 tons of dead weight of rolling stock for each passenger and three tons for each ton of freight, so that the average amount received for hauling loaded freight trains, including both dead and paying weights, does not appear to exceed seven mills per ton per mile. The average fare charged per mile, on all the roads, was 2.42¢ cents, ranging from

engers for long distances, to 4.7 cents per mile for single-trip passengers, on certain branch roads. Upon through freights no general average can be named, but these have ranged from 1.54 to 12 cents per mile, while local freights have varied from 2.71 to 10 cents. These charges, however, include the cost of hauling in each case: the average charge for hauling each ton of freight one mile has been 2.81 cents. It is satisfactory to know that the increase in freight tonnage has been largely due to the increased volume of western

The Lost Comet.

The comet of Biela was first recognized in 1772, and rediscovered by Biela in 1826. During its visit in 1846 it was noticed that it had undergone division, and was separated into two portions which were gradually receding from each other, and at the time of its disappearance they were about 157,000 miles apart.

On the next reappearance, in 1872, the space between the two portions had increased to 1,250,000 miles. The parts

Though carefully searched for in 1859 and 1866, the comet failed to make its appearance; but Mr. Hind expected that it would make its nearest approach to the earth in the latter part of 1872, and its positions for successive nights were calculated and foretold to assist in its detection, but with the same want of success as on previous occasions.

Herschel was of the opinion, that with the telescope he used in those researches in the heavens which immortalized his name in the annals of science, he could penetrate 497 times further than Sirius, assumed to be at least so far distant that the sun is near at hand in comparison. While explor-

ected by the object glass in one quarter of an hour, and that subtended an angle of only 15 deg. So all the weeks were moving rapidly in space. Reckoning from the limited zone thus inspected, the whole celestial region could be examined by giving time enough to the meridian rise, and judging from a few sections only within the scope of assisted vision, more than five billions of fixed stars might be reasonably supposed to be recognizable, and could be seen with the modern improved instruments.

—In Russia, every endeavor is being

diffuse knowledge in the arts and manufactures. With this object in view, no less than fifteen exhibitions have within the past few years been held alternately at St. Petersburg, Moscow and Warsaw. The exhibition of the present year is devoted especially to the technical arts, and is intended to be the nucleus of a national polytechnic museum.

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